BookletChart™

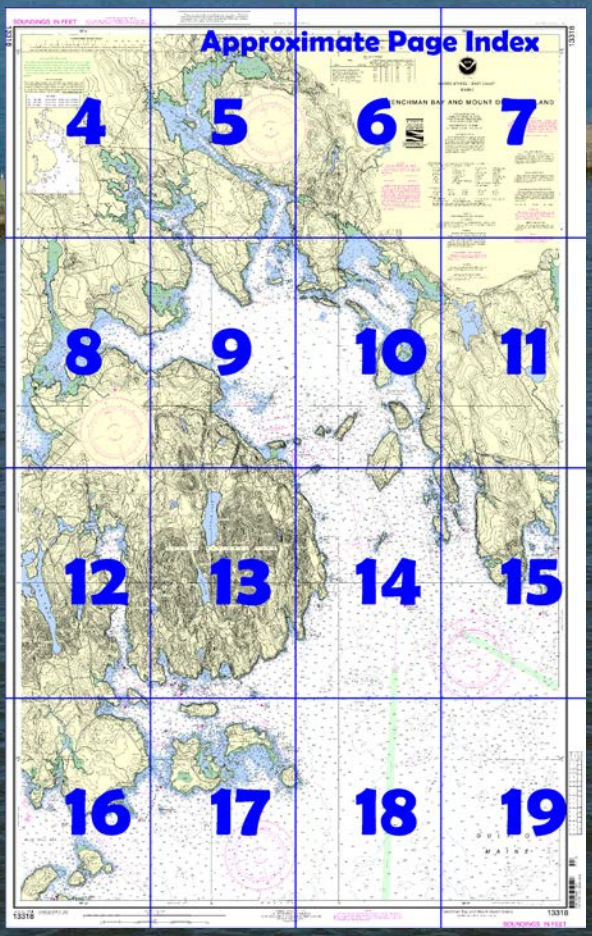
Frenchman Bay and Mount Desert Island

NOAA Chart 13318

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.

- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=13318.

(Selected Excerpts from Coast Pilot)
Frenchman Bay, westward of Schoodic Peninsula and eastward of Mount Desert Island, is the approach to the towns and important summer resorts of Bar Harbor, Winter Harbor, Southwest Harbor, Seal Harbor, Northeast Harbor, and many smaller villages. The bay is frequented by cruise ships, ferry vessels, fishing vessels, yachts, and small pleasure craft. The bay proper is about 10 miles long and has an average width of about 4 miles. Near the center of the bay, a group of islands extends across the bay; between the islands are two deep channels. Vessels of any size and draft can find anchorage. Navigation is not difficult for strangers.

Navigation Guidelines, Frenchman Bay.–The principal guides to the entrance of Frenchman Bay from the sea are Frenchman Bay Lighted Buoy FB (44°19'21"N., 68°07'24"W.), and the lights on Mount Desert Rock, Great Duck Island, Baker Island, and Egg Rock.
Recommended Vessel Routes.–As the result of a cooperative agreement between Frenchman Bay Pilots, fishermen, cruise ship representatives, the U.S. Coast Guard, deep-draft vessels, and other commercial vessels transiting through Frenchman Bay are requested to follow designated routes. These routes were designed to provide safe, established tracklines for increased commercial vessel traffic and to prevent the loss of fishing gear placed in the waters in the approach to and transit through Frenchman Bay. The routes are defined as follows:
Eastern Route.–The eastern limit of the route is about 7.4 miles southeastward of Schoodic Point in about 44°14.9'N., 67°56.3'W. Vessels are requested to begin and end their transit from about this point. Entering and departing vessels should follow tracklines of **300°** and **120°**, respectively, and intersect the recommended southern approach route 0.4 mile NW of Frenchman Bay Lighted Buoy FB.
Southern Route.–The southern limit of the route is about 7.0 miles SE of Great Duck Island in about 44°03.2'N., 68°08.6'W. Vessels are requested to begin and end their transit from about this point. Entering and departing vessels should follow tracklines of **002°** and **182°**, respectively, and intersect the recommended eastern approach route 0.4 mile NW of Frenchman Bay Lighted Buoy FB.
Cadillac Mountain (44°21.1'N., 68°13.6'W.), 1,530 feet high, is the highest point on Mount Desert Island and the highest point along the east coastline of the United States. On a clear day the mountain is visible from 35 to 45 miles seaward. An excellent scenic highway leads from Bar Harbor to the summit of Cadillac Mountain.
Schoodic Head (44°21.1'N., 68°03.2'W.) on **Schoodic Peninsula,** across the bay from Mount Desert Island, is 440 feet high and is the most prominent land feature at the eastern entrance to the bay.
Big Moose Island, the southern extremity of Schoodic Peninsula, is connected to the peninsula by landfill, and is part of **Acadia National Park.** A green elevated tank, reported to be a good radar target from offshore, is near the center of the island. **Schoodic Point Observation Spot** and a large parking lot are on the southern extremity of the island.
Little Moose Island, rocky and with a few trees, is about 0.3 mile eastward. **Arey Cove,** the bight between the two islands, is unsafe in southerly weather.
Anchorages.–Winter Harbor is a good anchorage, and is frequently used by vessels entering for shelter; it is usually open throughout the winter. Bar Harbor is partially protected, except against heavy southeasterly winds, but has poor holding ground except near the head of the harbor. Large vessels sometimes anchor northward or northwestward of Bar Island. Stave Island Harbor is a good anchorage. Southwest Harbor is a well-sheltered and frequently used anchorage.
Frenchman Bay is rocky, but the water is deep and in general free from dangers except near the shores. The main part of the bay from a little southward of Egg Rock Light to the entrances of Sullivan Harbor, Skillings River, and Eastern Bay, including the channels between Jordan and Long Porcupine Islands, and between Burnt Porcupine and Sheep Porcupine Islands, is clear. Vessels navigating the tributaries should proceed with caution when crossing areas where the charted depth does not substantially exceed the draft.

U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies

RCC Boston	Commander 1st CG District Boston, MA	(617) 223-8555

Table of Selected Chart Notes

Corrected through NM Jan. 12/13
Corrected through LNM Dec. 18/12

Mercator Projection
Scale 1:40,000 at Lat. 44°23'
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.284" northward and 1.957" eastward to agree with this chart.

SOUNDINGS IN FEET

COLREGS, 80.105 (see note A)
International Regulations for Preventing Collisions at Sea, 1972.
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

68°20'

LOGARITHMIC SPEED SCALE

1 2 3 4 5 6 7 8 9 10 15 20 25 30 40 50 60

To find SPEED, place one point of dividers on distance run (in any unit) and the other on minutes run. Without changing divider spread, place right point on 60 and left point will then indicate speed in units per hour. Example: with 4.0 nautical miles run in 15 minutes, the speed is 16.0 knots.

44° 35'

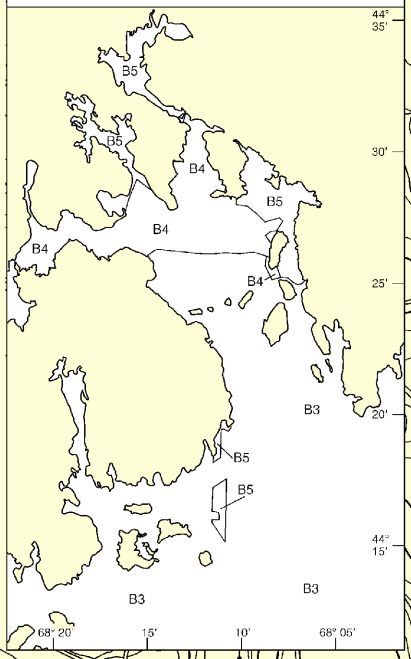
NOTE B
RECOMMENDED VESSEL ROUTE

Deep draft vessels entering and departing Frenchman Bay and Bar Harbor are requested to remain within the Recommended Vessel Route. Two-way traffic is possible within all parts of the green-tined areas. Other vessels, while not excluded, should exercise caution in these areas and monitor VHF channel 16 or 13 for information conncerning vessels transiting these areas. See U.S. Coast Pilot 1, Chapter 6.

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

SOURCE			
B3	1940-1969	NOS Surveys	partial bottom coverage
B4	1900-1939	NOS Surveys	partial bottom coverage
B5	Pre-1900	NOS Surveys	partial bottom coverage



West Franklin
Egypt
Egypt Stream
West Brook
Kill Brook
Butler Pt
Hatch Pt
E G Y P T
B A Y
Burying Island
Franklin Road
Carrying Place Inlet
Sand
Cedar Pt
US Hy No 1
Spire
HANCOCK
Dam
Kilkenny Cove
S M Bldg
Old Pond
Hills Cove
Great Ledge
Mill Cr
Hyde Pt
Youngs Bay
Youngs Pt
South Hancock
Seal Pt
Partridge Cove
Mosely Pt
Pecks Pt
North Lamoine
Spring Brook
Grs
Obstn
1 so

Joins page 8

4

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

~~SCALE 1:40,000~~

Nautical Miles
1 ½ 0 1 2 3

Yards
1000 0 1000 2000 3000 4000 5000

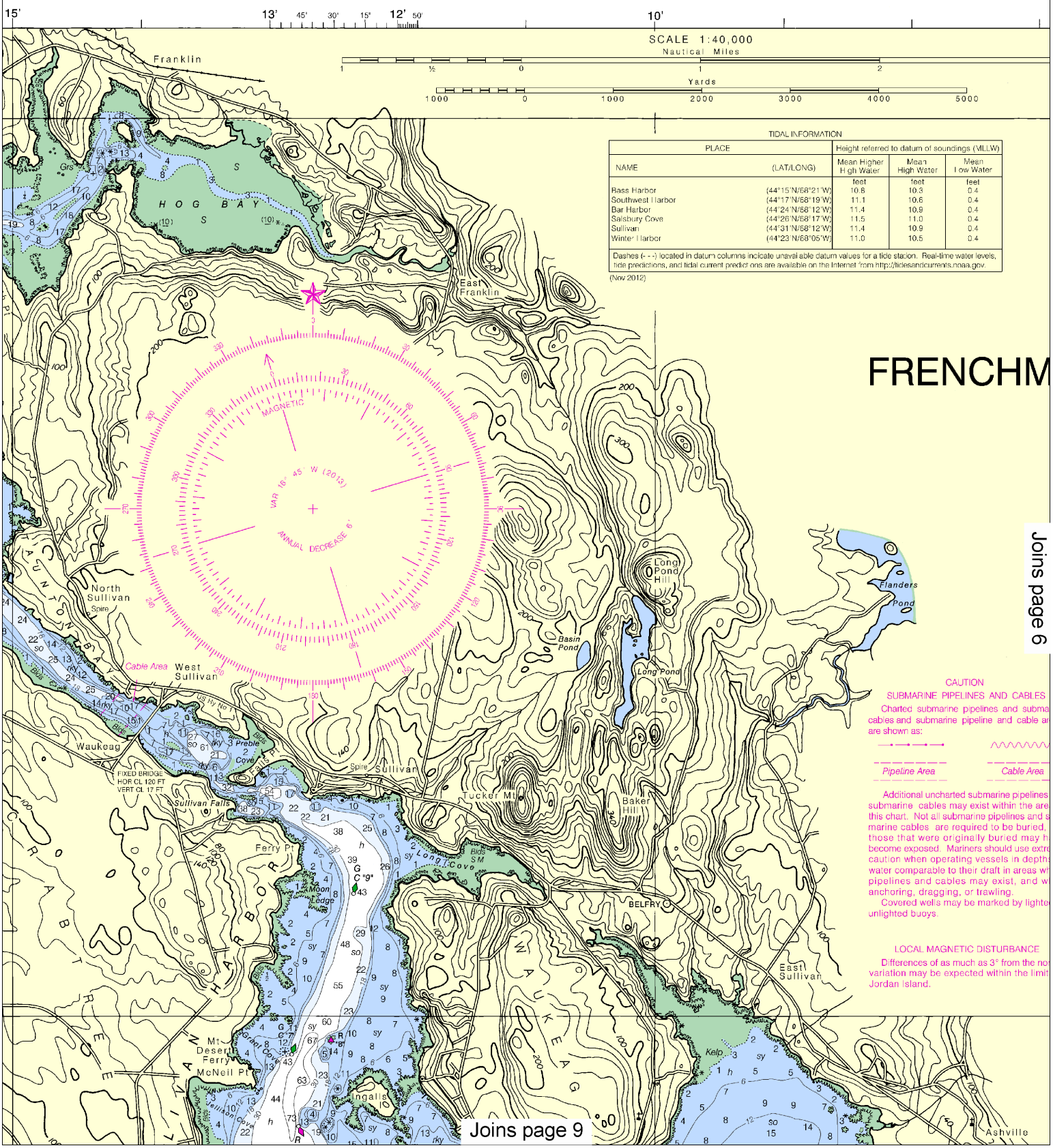
See Note on page 5.

signed to promote safe navigation. The National submit corrections, additions, or comments for tarine Chart Division (N/CS2), National Ocean land 20910-3282.

Formerly C&GS 306, 1st Ed., June 1885 KAPP 2010

PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 2-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at http://ocsdata.ncd.noaa.gov/idrs/inquiry.aspx, or OceanGrafix at 1-877-56CHART or http://www.oceangrafix.com.



TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Bass Harbor	(44°15'N/68°21'W)	10.8	10.3	0.4
Southwest Harbor	(44°17'N/68°19'W)	11.1	10.6	0.4
Bar Harbor	(44°24'N/68°12'W)	11.4	10.9	0.4
Salsbury Cove	(44°26'N/68°17'W)	11.5	11.0	0.4
Sullivan	(44°31'N/68°12'W)	11.4	10.9	0.4
Winter Harbor	(44°23'N/68°05'W)	11.0	10.5	0.4

Dashes (- - -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from http://tidesandcurrents.noaa.gov.

(Nov 2012)

FRENCHM

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area

Cable Area

Additional uncharted submarine pipelines, submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

LOCAL MAGNETIC DISTURBANCE

Differences of as much as 3° from the normal variation may be expected within the limits of Jordan Island.

This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:53333. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

Formerly C&GS 306. 1st Ed., June 1885 KAPP 2010

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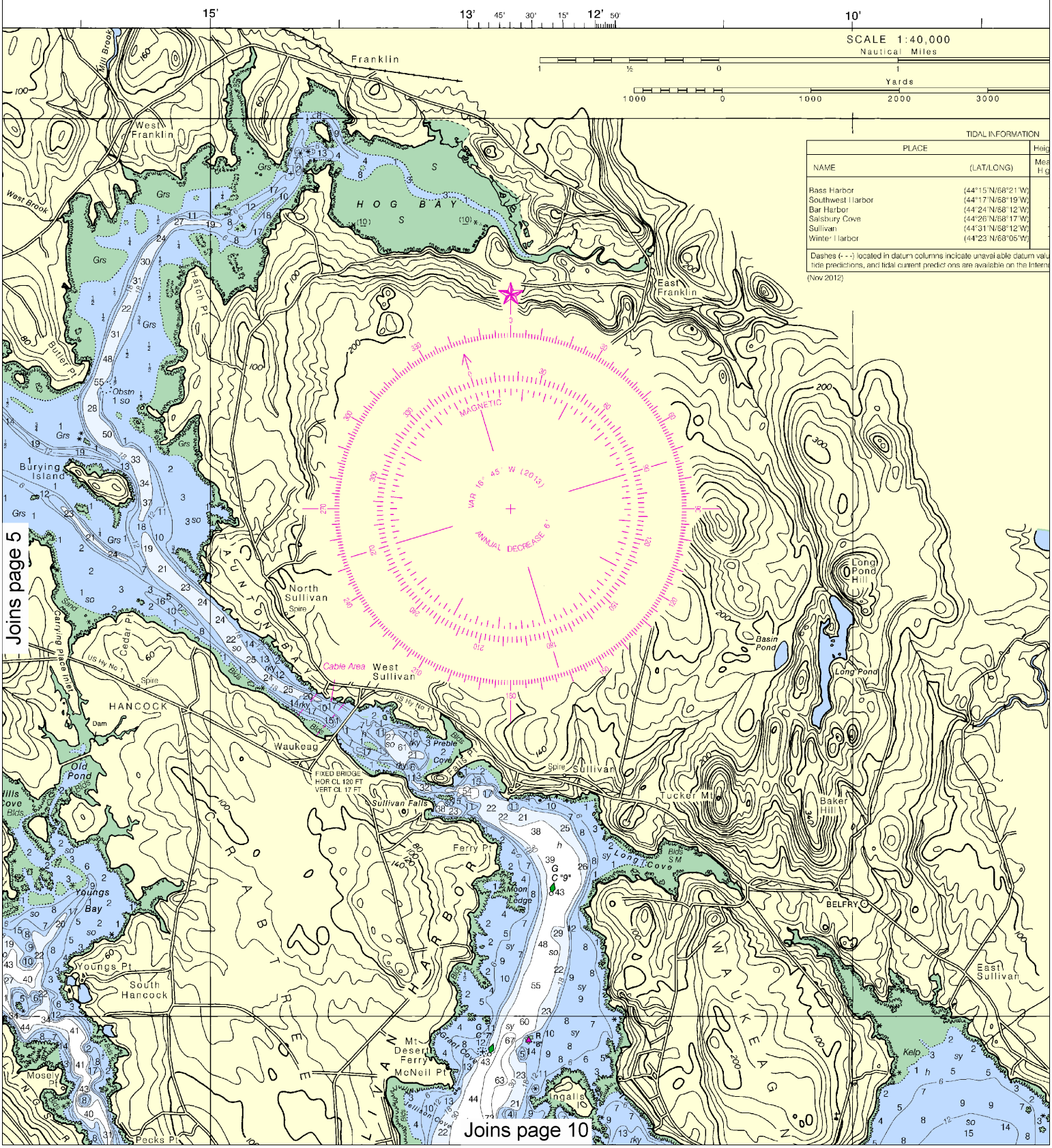

6

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

~~SCALE 1:40,000~~
Nautical Miles
1
½
0
1
2
3
Yards
1000
0
1000
2000
3000
4000
5000

See Note on page 5.

13318

68° 05'

2 3

4000 5000

44° 35'

ight referred to datum of soundings (MLLW)

ean Higher gh Water	Mean High Water	Mean Low Water
feet	feet	feet
10.8	10.3	0.4
11.1	10.6	0.4
11.4	10.9	0.4
11.5	11.0	0.4
11.4	10.9	0.4
11.0	10.5	0.4

alues for a tide station. Real-time water levels, rnet from http://tidesandcurrents.noaa.gov.

THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - EAST COAST

MAINE

FRENCHMAN BAY AND MOUNT DESERT ISLAND

Mercator Projection
Scale 1:40,000 at Lat. 44°23'
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

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Additional information can be obtained at nauticalcharts.noaa.gov.

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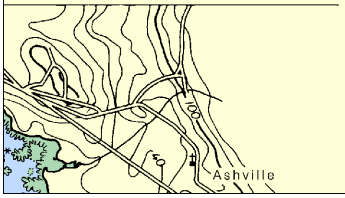


ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	Iso isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Blds boulders	Co coral	gy gray		Oys oysters	so soft
bk broken	G gravel	h hard		Rk rock	Sh shells
Cy clay	Grs grass	M mud		S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstn obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	

(21) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 1 for important supplemental information.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile l Gulf coast of Florida, Texas, and Puerto Rico, and the e remain in

Joins page 11

NOTE Z
NO-DISCHARGE ZONE, 40 CFR 140

Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, anchored, or docked within a NDZ must have the MSD disabled to prevent the overboard discharge of sewage (treated or untreated) or install a holding tank. Regulations for the NDZ are contained in the U.S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) web site: http://www.epa.gov/owow/oceans/regulatory/vessel_sewage/.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Ellsworth, ME	KEC-93	162.400 MHz
Jonesboro Marine, ME	WNG-543	162.450 MHz

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

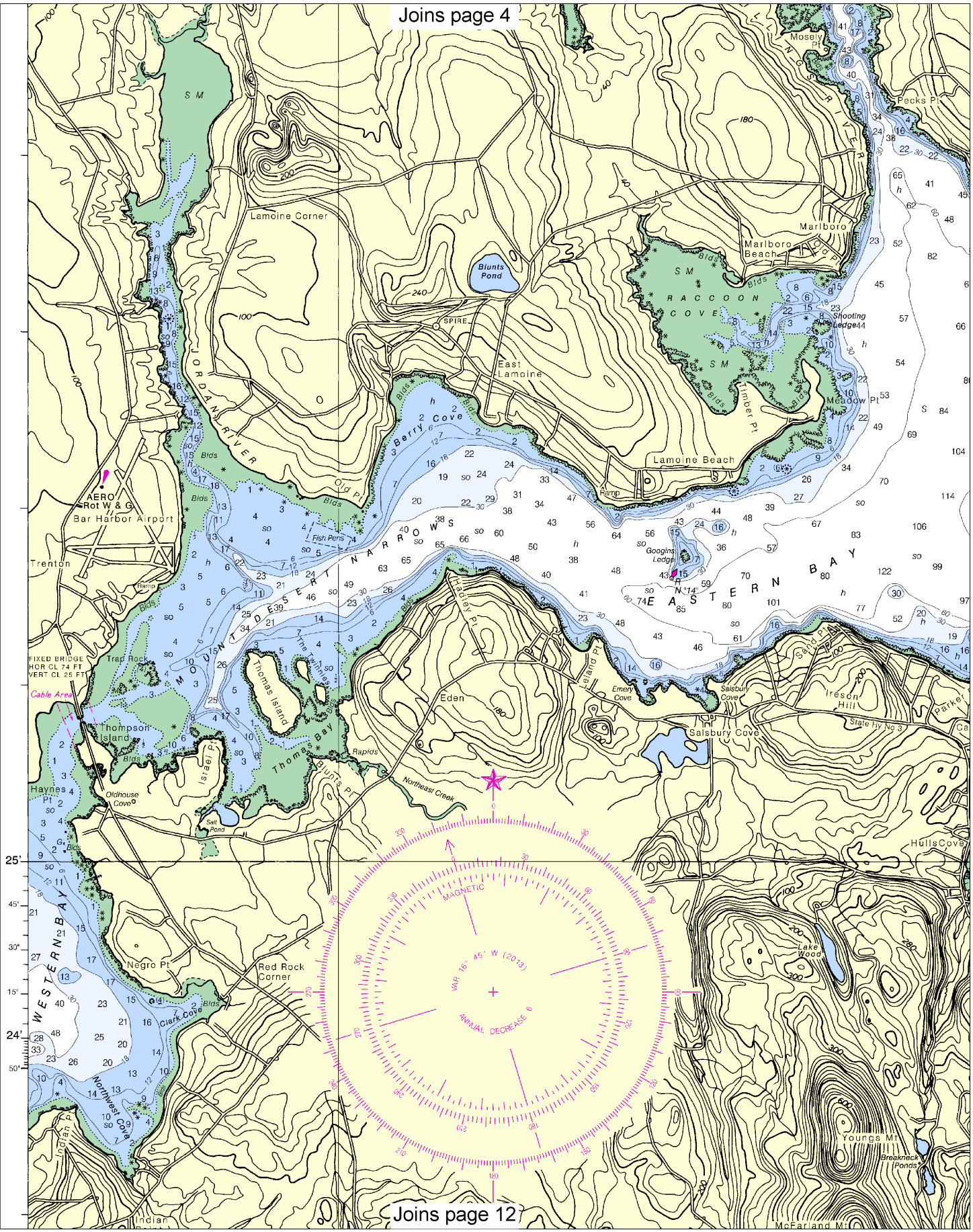
AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

NOTE C

For recommended route of deep draft vessels entering and departing Frenchman Bay and Bar Harbor see U.S. Coast Pilot 1, Chapter 6.

30'



8

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

~~SCALE 1:40,000~~

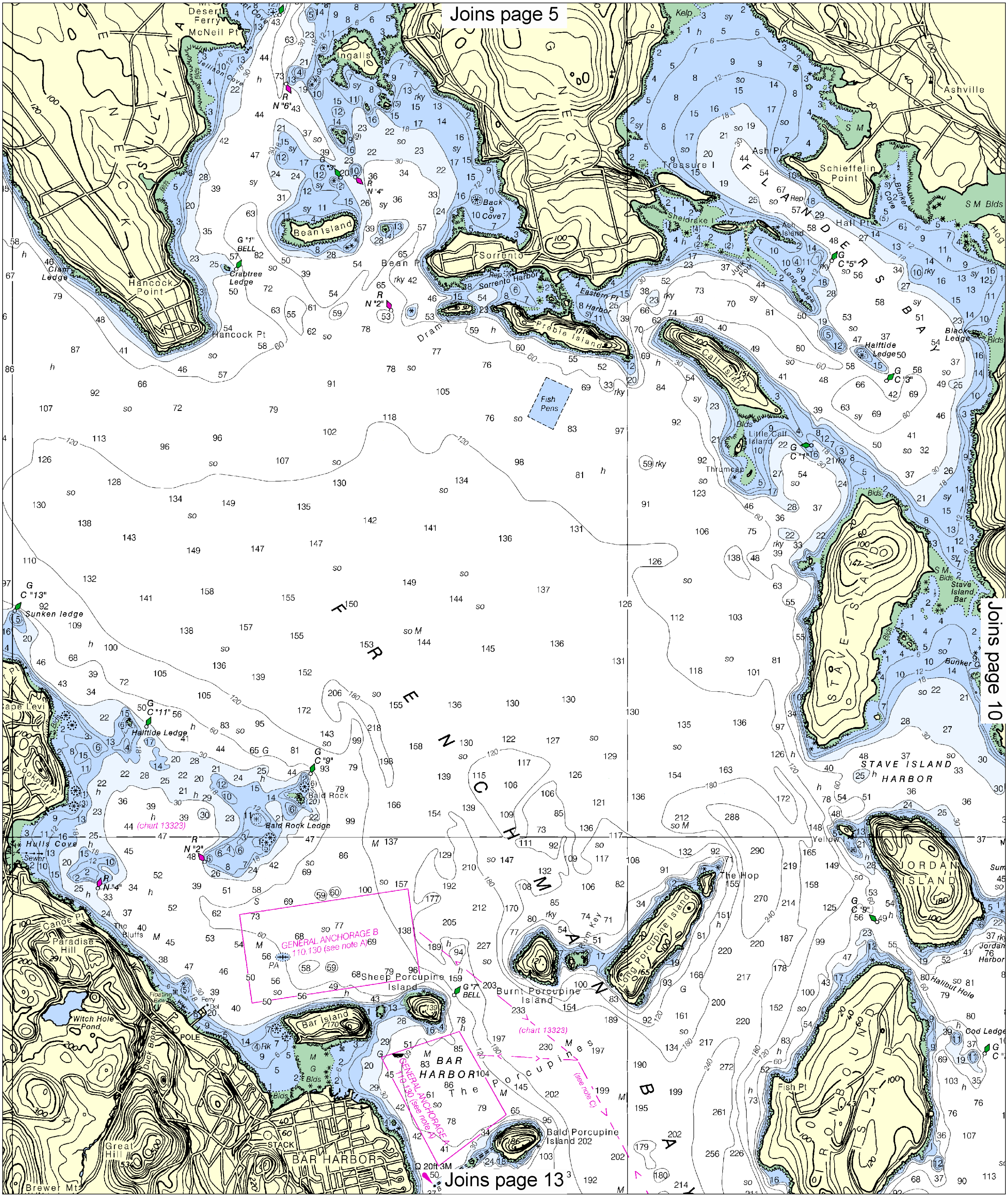
Nautical Miles

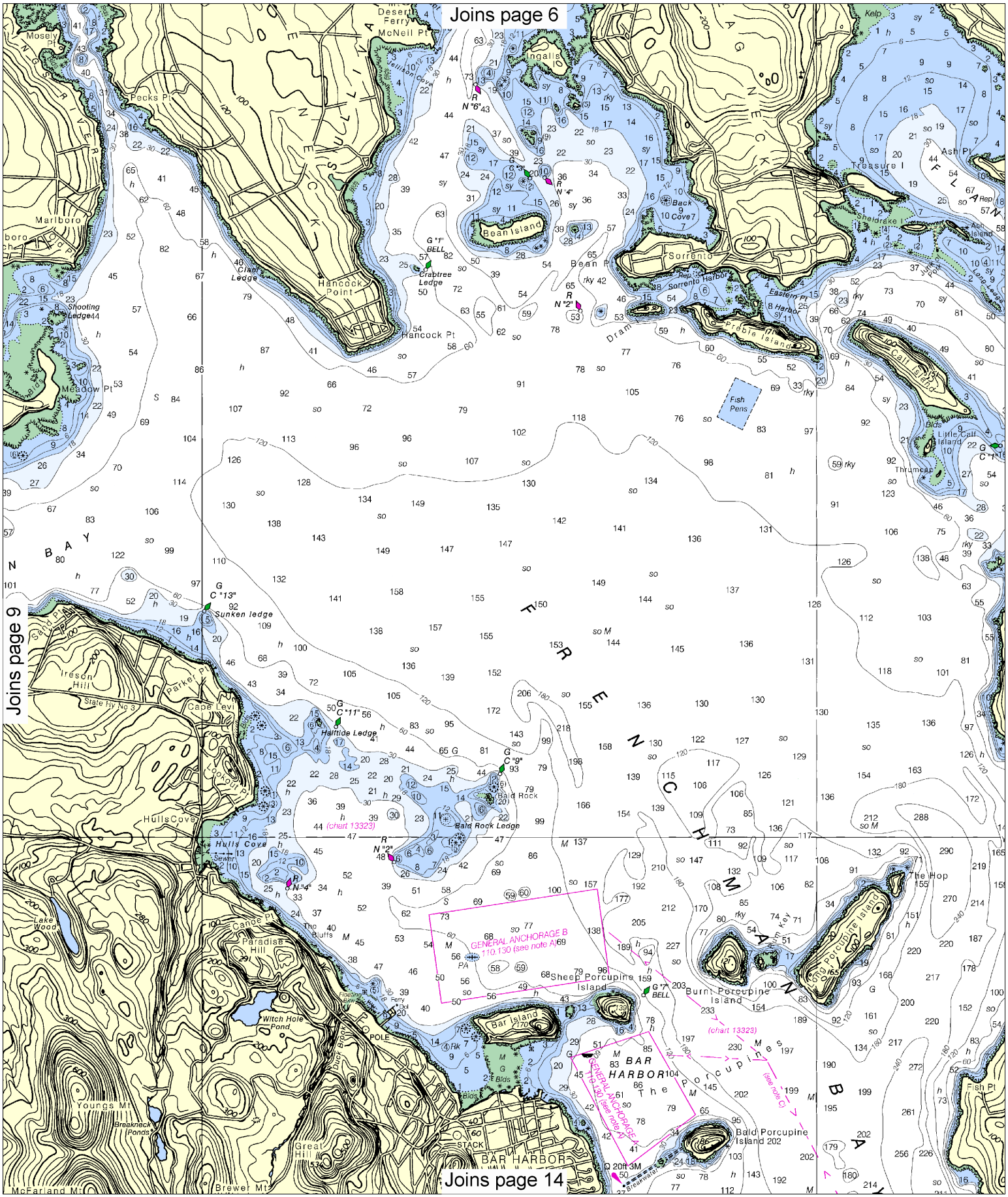
1 ½ 0 1 2 3

Yards

1000 0 1000 2000 3000 4000 5000

See Note on page 5.


Joins page 5
Joins page 10
Joins page 13
FRENCHMAN BAY
FLANDERS BAY
Sullivan Neck
Gouldsboro Neck
Desert Ferry
McNeil Pt
Sullivan Cove
Ingalls I
Bean Island
Bean Pt
Crabtree Ledge
Hancock Point
Hancock Pt
Clam Ledge
Sorrento
Sorrento Harbor
Back Cove
Preble Island
Eastern Pt
Harbor
Treasure I
Sheldrake I
Ash Pt
Ash Island
Junk of Pork
Schieffelin Point
Bunker Cove
Hall Pt
Ashville
Halftide Ledge
Black Ledge
Calf Island
Little Calf Island
Thrumcap
Fish Pens
Stave Island
Stave Island Bar
Stave Island Harbor
Bunker Ledge
Yellow I
Jordan Island
Jordan Harbor
Halibut Hole
Cod Ledge
Sunken ledge
Cape Levi
Halftide Ledge
Lookout Pt
Hulls Cove
Bald Rock
Bald Rock Ledge
(chart 13323)
Canoe Pt
The Bluffs
Paradise Hill
Witch Hole Pond
Duck Brook
Great Hill
Brewer Mt
Sheep Porcupine Island
Burnt Porcupine Island
Long Porcupine Island
The Hop
Rum Key
Bar Island
Bald Porcupine Island
BAR HARBOR
The Porcupines
STACK
POLE
GENERAL ANCHORAGE B 110.130 (see note A)
GENERAL ANCHORAGE A 110.130 (see note A)
(see note C)
Fish Pt
Iron Bound Island
Q 20ft 3M



10

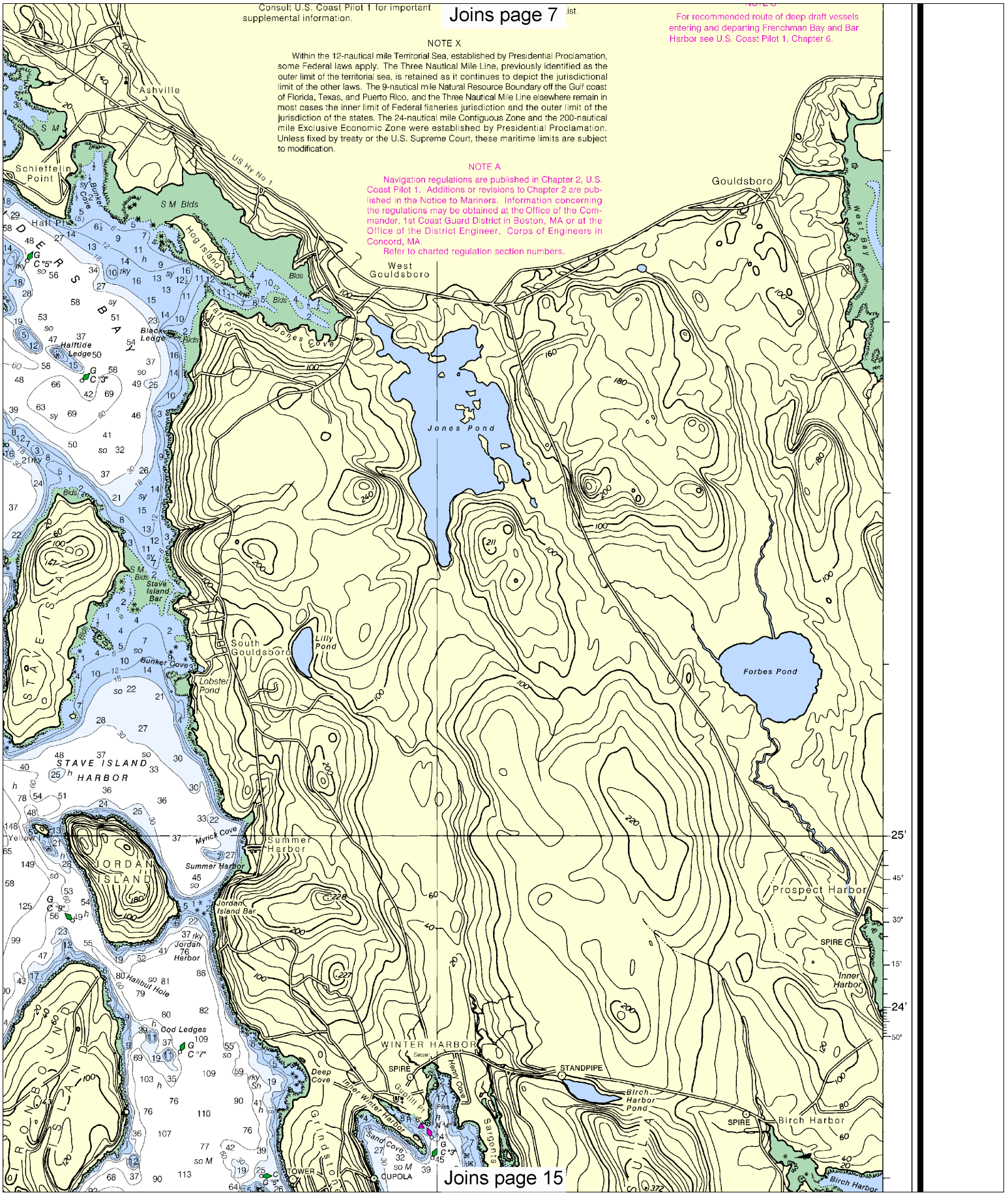
Note: Chart grid lines are aligned with true north.

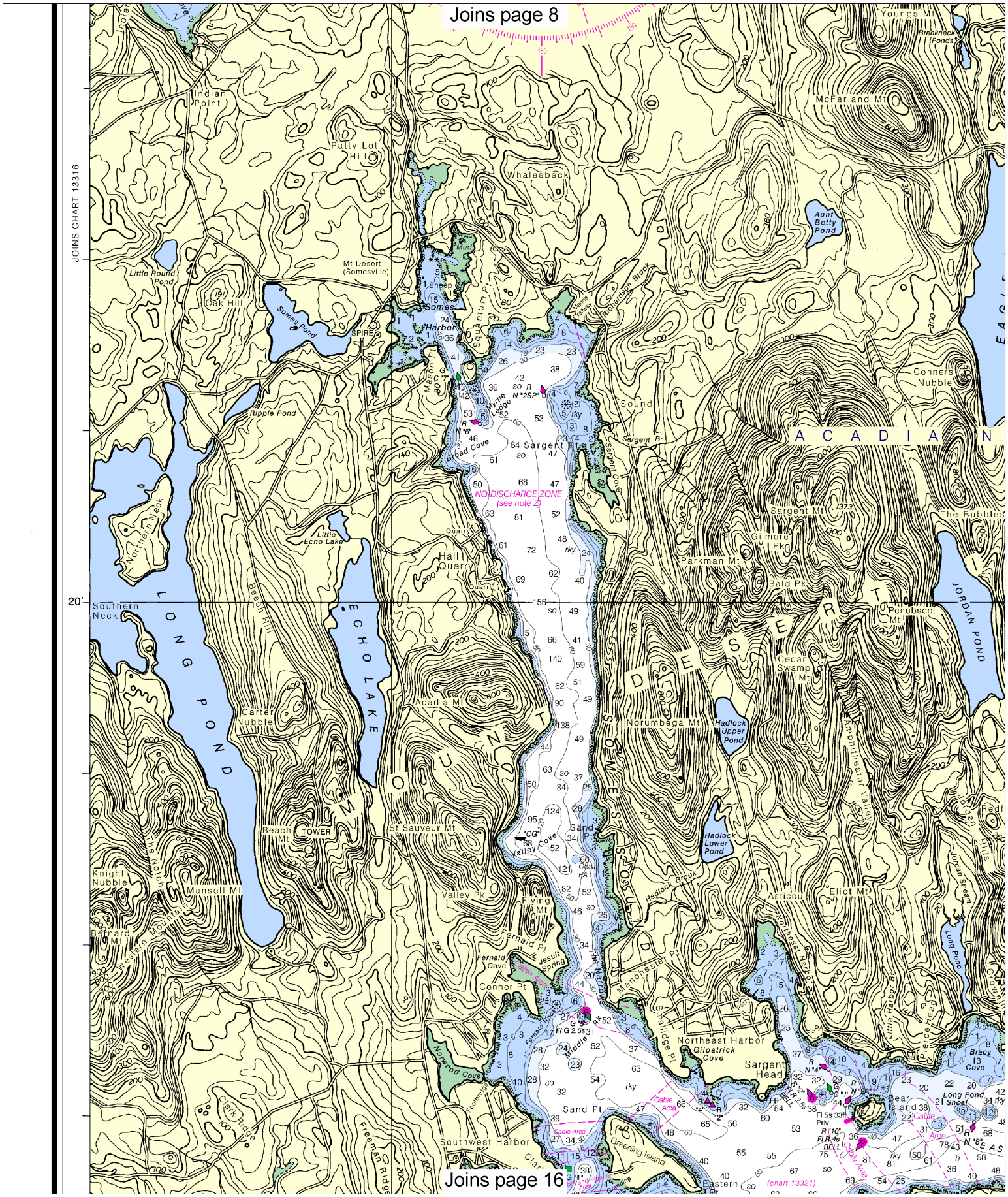
Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.


Consult U.S. Coast Pilot 1 for important supplemental information.
Joins page 7
NOTE X
Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.
For recommended route of deep draft vessels entering and departing Frenchman Bay and Bar Harbor see U.S. Coast Pilot 1, Chapter 6.
NOTE A
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 1. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 1st Coast Guard District in Boston, MA or at the Office of the District Engineer, Corps of Engineers in Concord, MA.
Refer to charted regulation section numbers.
Ashville
Schieffelin Point
US Hwy No 1
Gouldsboro
West Gouldsboro
Hall Pt.
Hog Island
Bunker Cove
Halftide Ledge
Black Ledge
Jones Cove
Jones Pond
West Bay
Stave Island Bar
South Gouldsboro
Lilly Pond
Lobster Pond
Forbes Pond
STAVE ISLAND HARBOR
Myrick Cove
Summer Harbor
JORDAN ISLAND
Jordan Island Bar
Jordan Harbor
Hallibut Hole
Cod Ledges
Prospect Harbor
SPIRE
Inner Harbor
WINTER HARBOR
Deep Cove
Inner Winter Harbor
Sand Cove
Harry Cove
STANDPIPE
Birch Harbor Pond
Birch Harbor
TOWER
CUPOLA
Joins page 15
25'
24'



20'

12

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

~~SCALE 1:40,000~~

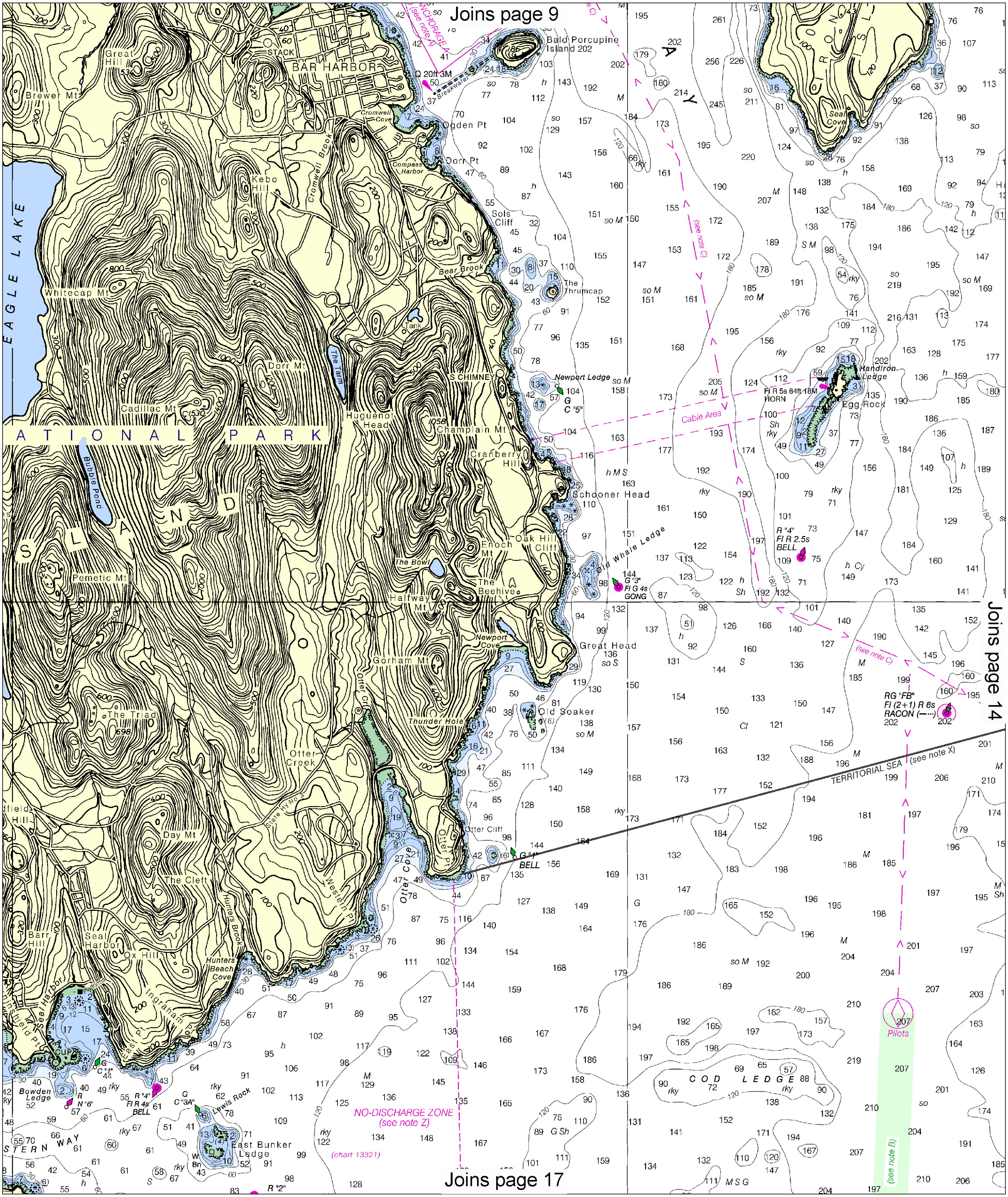
Nautical Miles

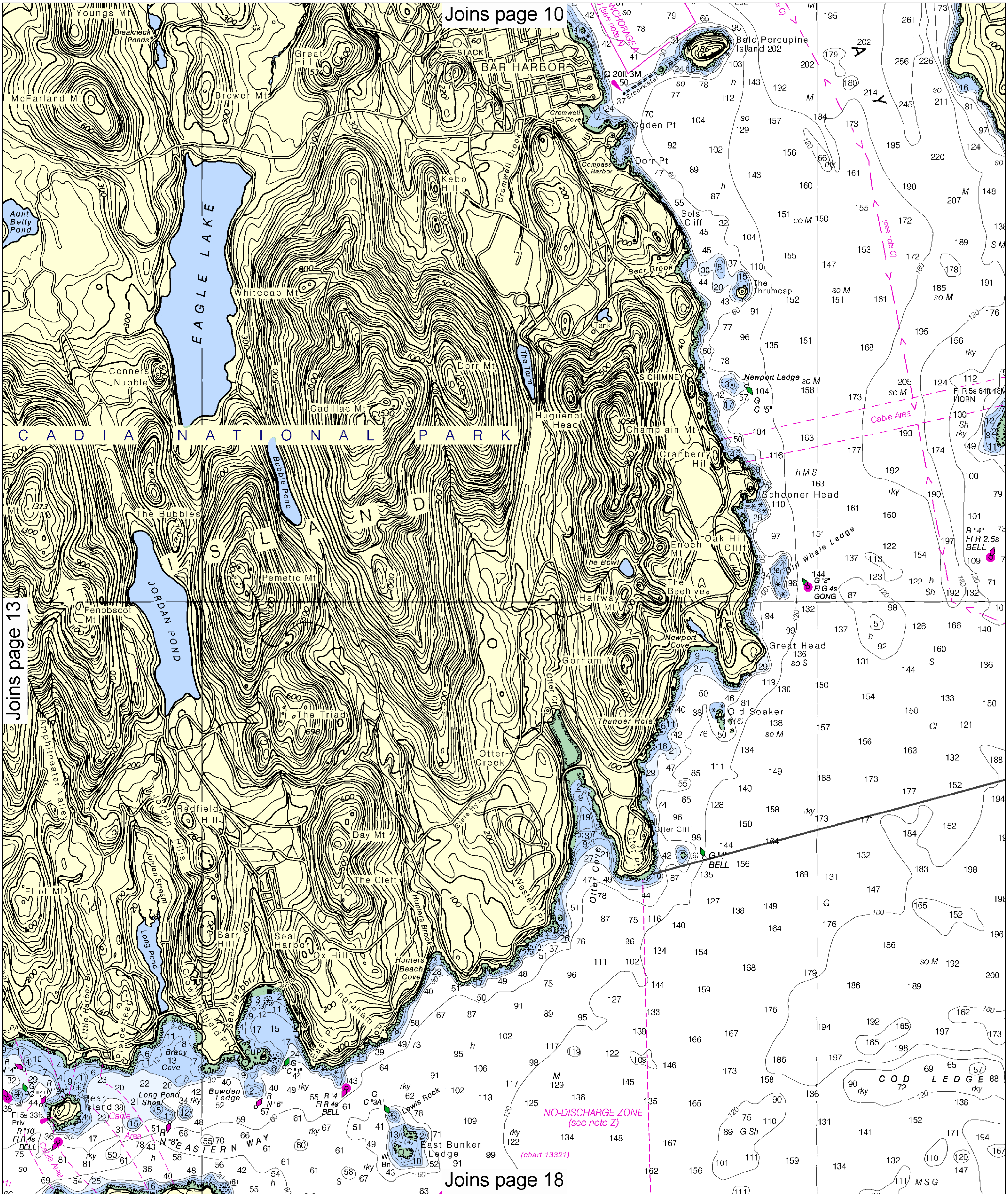
1 ½ 0 1 2 3

Yards

1000 0 1000 2000 3000 4000 5000

See Note on page 5.


Joins page 9
Joins page 14
Joins page 17
BAR HARBOR
Bald Porcupine Island 202
Great Hill
Brewer Mt
EAGLE LAKE
Kebo Hill
Cromwell Brook
Cromwell Cove
Ogden Pt
Dorr Pt
Compass Harbor
Sols Cliff
Bear Brook
The Thrumcap
Whitecap Mt
Dorr Mt
The Tarn
Cadillac Mt
Huguenot Head
Champlain Mt
S CHIMNEY
Newport Ledge
Cranberry Hill
Schooner Head
Handiron Ledge
Egg Rock
Cable Area
(see note C)
ATIONAL PARK
Bubble Pond
Pemetic Mt
Enoch Mt
Oak Hill Cliff
The Bowl
The Beehive
Old Whale Ledge
Halfway Mt
Great Head
Newport Cove
Gorham Mt
Old Soaker
Thunder Hole
Otter Creek
The Triad
Day Mt
Otter Cliff
Otter Pt
Otter Cove
The Cleft
Western Pt
Hunters Brook
Barr Hill
Seal Harbor
Ox Hill
Hunters Beach Cove
Ingraham Pt
Bowden Ledge
Lewis Rock
East Bunker Ledge
COD LEDGE
NO-DISCHARGE ZONE
(see note Z)
(chart 13321)
TERRITORIAL SEA (see note X)
Pilots
(see note B)
RG "FB" Fl (2+1) R 6s RACON
R "4" Fl R 2.5s BELL
G "3" Fl G 4s GONG
Fl R 5s 64ft 18M HORN
Q 20ft 3M

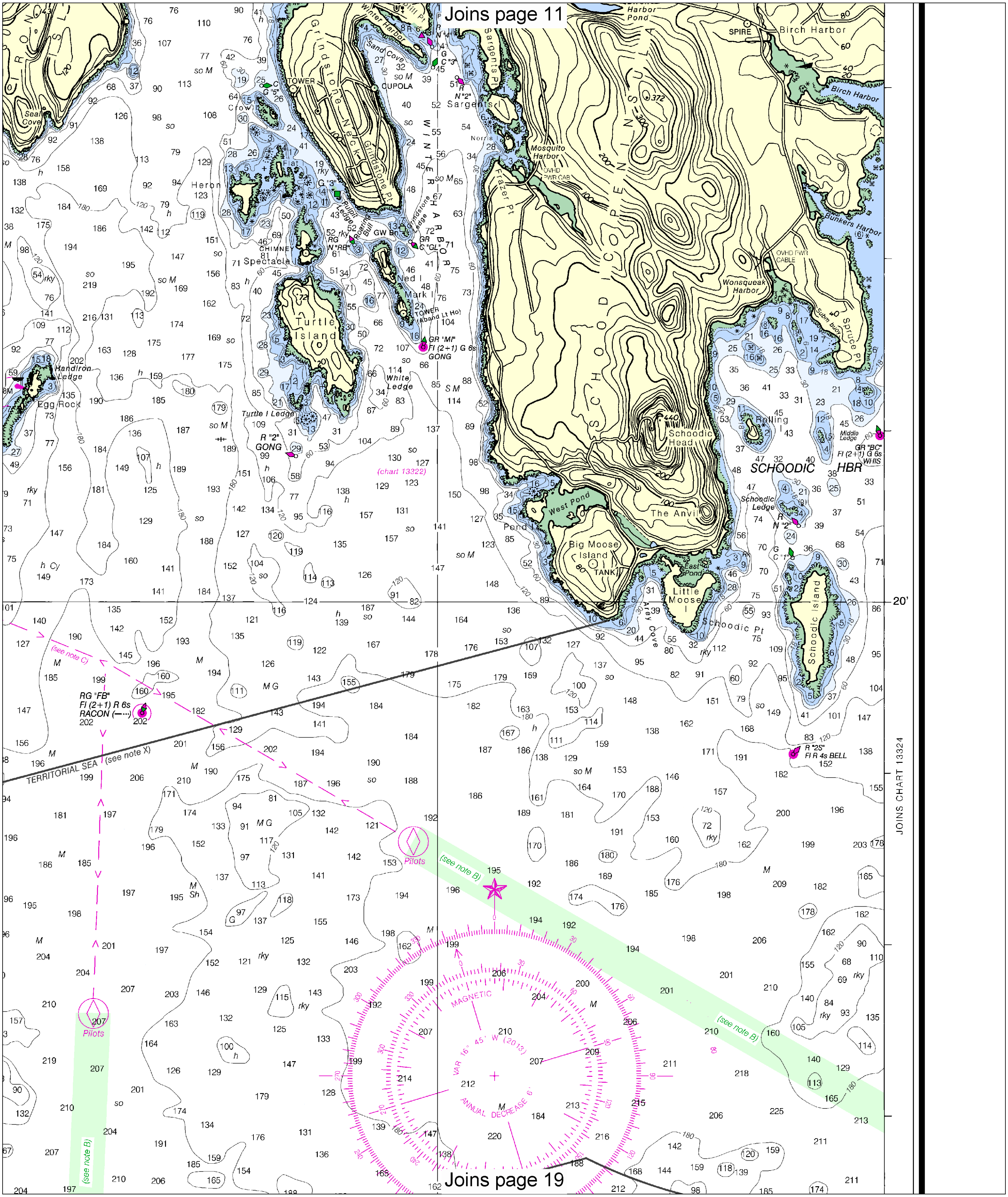


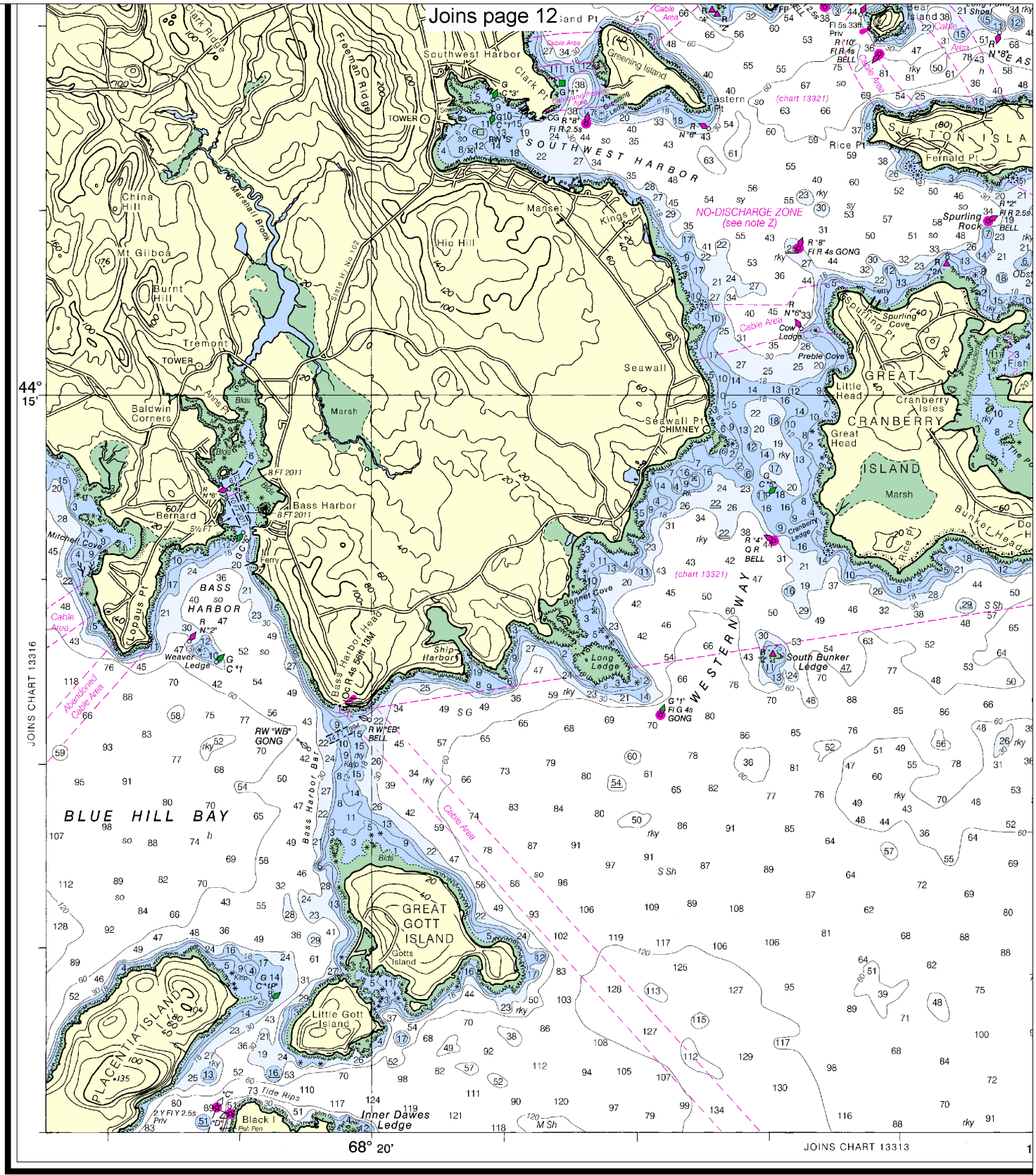
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. SCALE 1:40,000 See Note on page 5.

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000


Joins page 11
Joins page 19
JOINS CHART 13324
SCHOODIC PENINSULA
SCHOODIC HBR
WINTER HARBOR
Grindstone Neck
Grindstone Pt
Winter Harbor
Sand Cove
Sargents Pt
Sargents I
Mosquito Harbor
Frazer Pt
Birch Harbor
Bunkers Harbor
Wonsqueak Harbor
Spruce Pt
Rolling I
Schoodic Head
The Anvil
West Pond
Big Moose Island
Little Moose I
East Pond
Arey Cove
Schoodic Pt
Schoodic Island
Schoodic Ledge
Middle Ledge
Turtle Island
Turtle I Ledge
Spectacle I
Flat I
Heron I
Crow I
Ned I
Mark I
White Ledge
Pulpit Ledge
Egg Rock
Seal Cove
Handiron Ledge
TOWER
CUPOLA
SPIRE
TANK
CHIMNEY
TOWER (Aband Lt Ho)
OVHD PWR CAB
OVHD PWR CABLE
Subm buoy
(chart 13322)
RG "FB" Fl (2+1) R 6s RACON (—···)
R "2S" Fl R 4s BELL
GR "MI" Fl (2+1) G 6s GONG
GR "BC" Fl (2+1) G 6s WHIS
R "2" GONG
TERRITORIAL SEA (see note X)
(see note C)
(see note B)
Pilots
MAGNETIC
VAR 16° 45' W (2013)
ANNUAL DECREASE 6'
20'



19th Ed., Jan. / 13 ■

13318

Corrected through NM Jan. 12/13
Corrected through LNM Dec. 18/12

SCALE 1:40,000

Nautical Miles: 1 ½ 0 1 2

Yards: 1000 0 1000 2000 3000 4000 5000

16

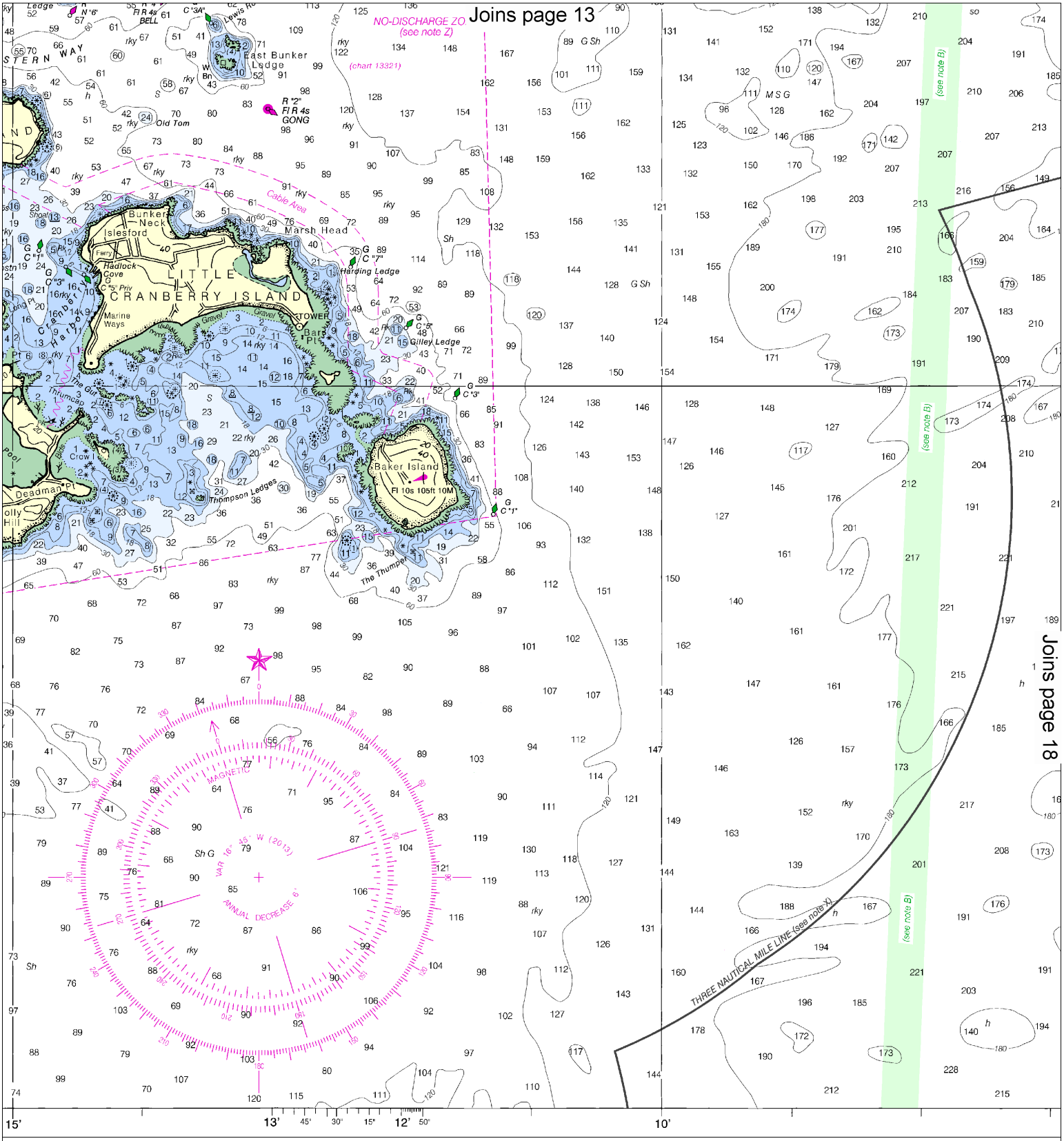
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.



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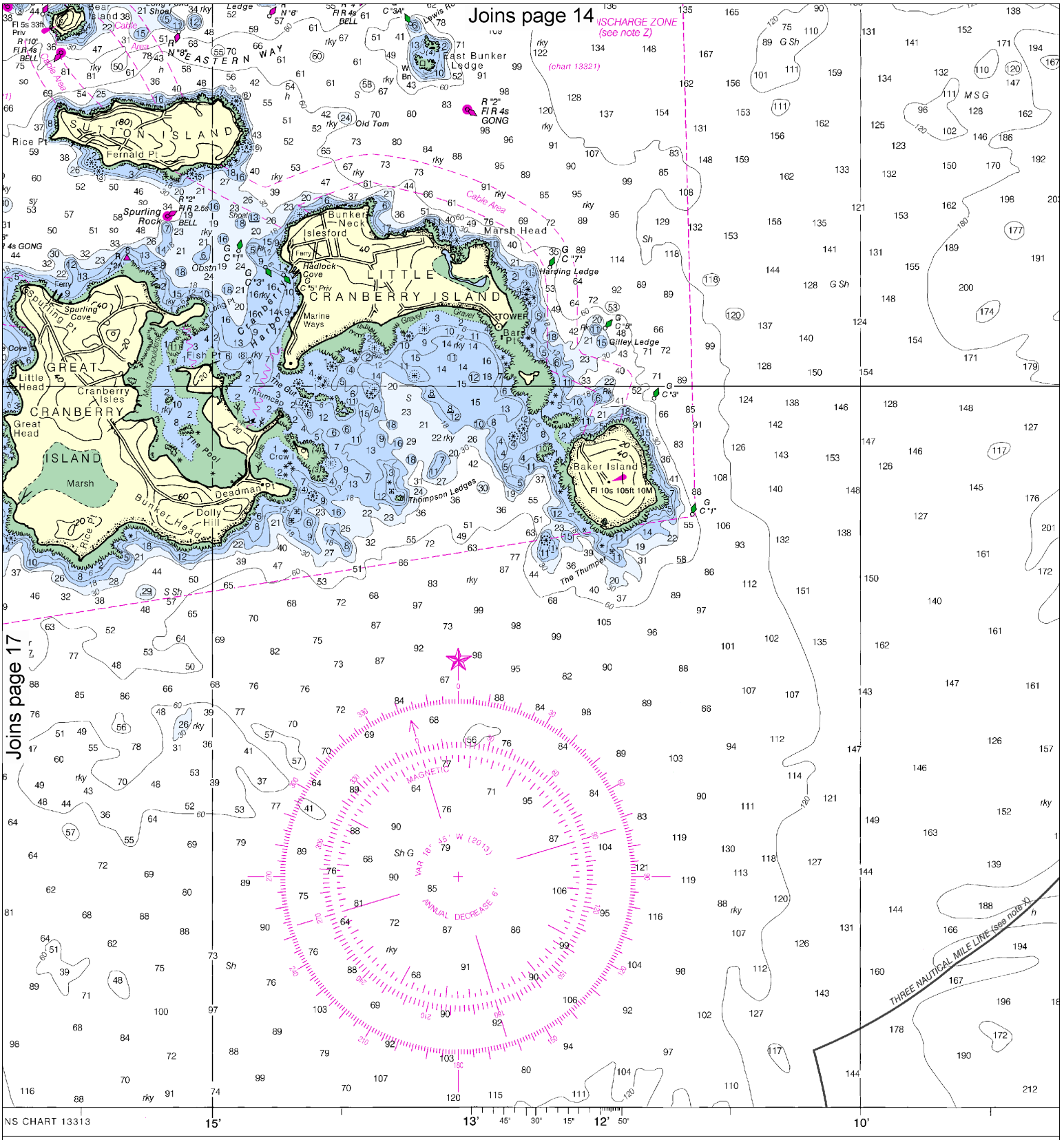
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.



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Note: Chart grid lines are aligned with true north.

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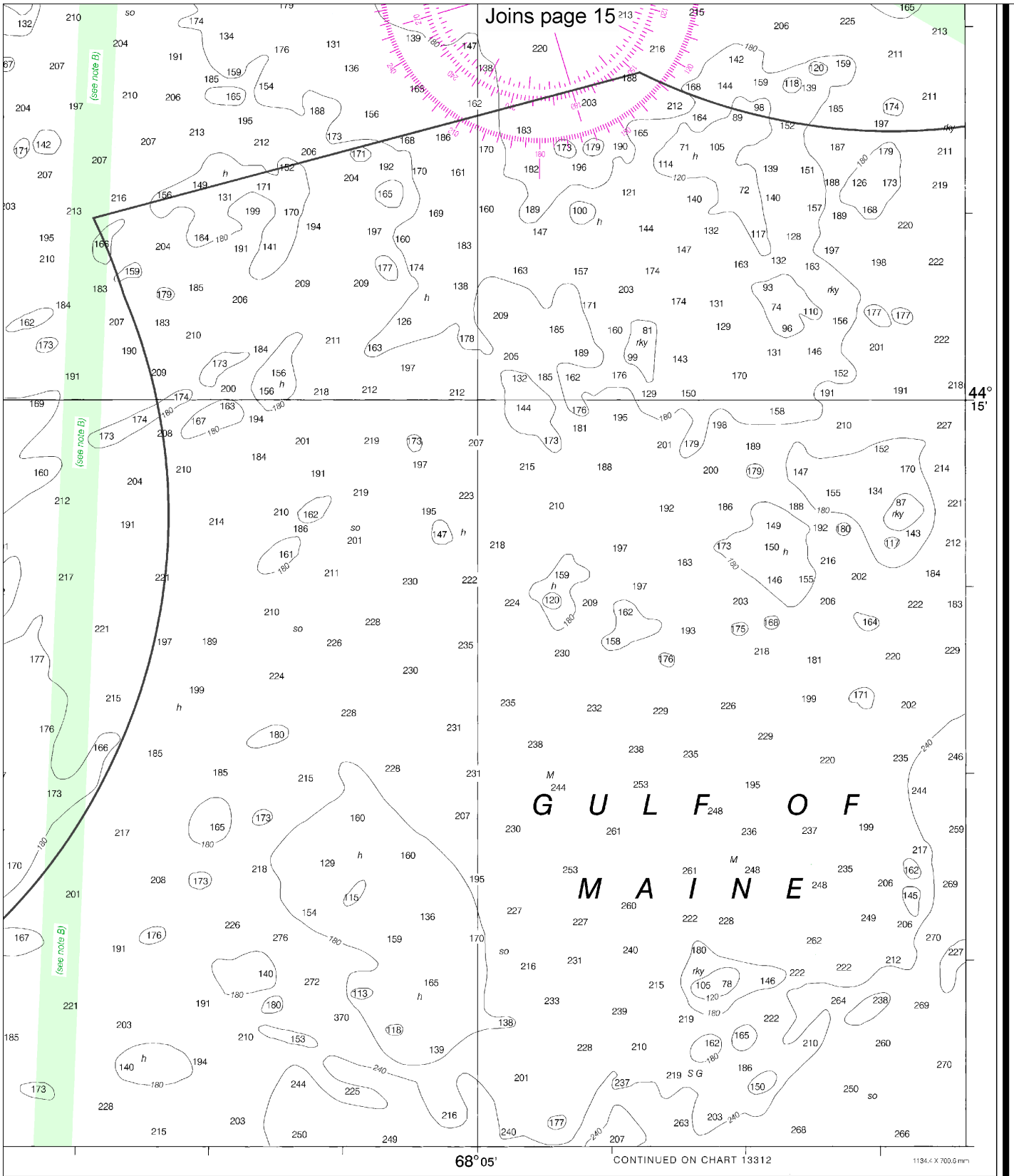
Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.



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ncy and the Local Notice to
Coast Guard district to the
dates corrected from Notice to
ft hand corner are available at

Frenchman Bay and Mount Desert Island

SOUNDINGS IN FEET - SCALE 1:40,000

13318

SOUNDINGS IN FEET

EDITION 19

NSN 7642014010478 NGA REFERENCE NO. 13XHA13318

19

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

All Hazards NOAA Weather Radio NOAA's National Weather Service

NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.
http://www.nws.noaa.gov/nwr/

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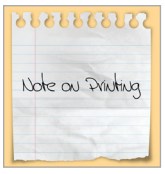

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